



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.startek.com.au/brmfc

Inc. No. A0001288M

NEWSLETTER – April, 2007

Committee 2006/2007

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The next meeting of BRMFC is to be held out at the flying field on Wednesday April 25th 2007 commencing at 7.30PM. Please come along to the meetings and support your club and be part of the decision making process. Don't forget to bring a plate for supper.

Agenda Items for the next meeting

1. Field Maintenance
2. Open Day Post Mortem
3. VFSAA Scale Event
4. Signs for Advertising Open day – need new ones
5. Proposed Wind Farm at Yendon

Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting. Note: Some events/activities may have concluded or been modified as circumstances change.

1. Field Maintenance

- a) Require spouting on new roof covering the container – Glenn White said that he will look after it.
- b) Wiring in kitchen – Rob Beardall advised that it will be done before our display day on Sunday. (*New power points were installed prior to the Sunday.*)
- c) Mowing – Some minor mowing to be done before Sunday.
- d) Runway matting – Rick Pimblott and Graeme Allen have our options in hand and will report when material becomes available.

2. Membership Fees 2007

It was agreed that we will continue to raise club fees by the CPI amount.

3. Roy Gladman Competition – Future Direction

After some further discussion and clarification it was decided that we will expand the novelty event held in February and hold two club days during the year where we might invite the local clubs for a fly and BBQ lunch. Russell Aggett is therefore the Winner of the Roy Gladman event for 2007. Need to get Russell's name engraved on trophy as well as last year's winner.

4. Annual Display 1st April – Sub Committee Report

The sub committee went through the final details. Members were allocated for Saturday working bee to tidy up and setup the field. Members were also allocated to run the display at Stockland Wendouree on the Saturday. Secretary handed out maps to the designated persons

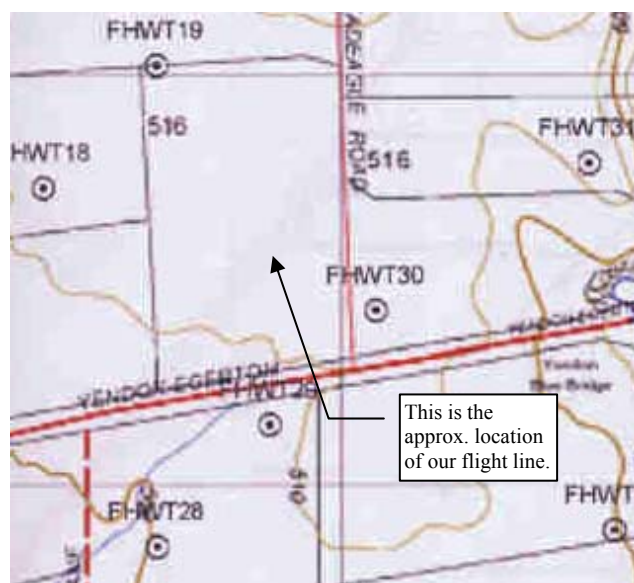
showing where to put out the model aircraft display "sandwich" boards.

Graeme Allen to pick up the loo's from Coates Hire and Rob Beardall to empty the bins.



Proposed Wind Farm

As you may have heard there is a proposal by WestWind Energy to develop a wind farm in the Lal Lal region. It comprises two sections one at Lal Lal and the other at Yendon which is the one of concern to us. The Yendon section is primarily on land owned by our landlord (Lal Lal Estate).



Indicative layout showing proposed locations of wind turbines near our field. (Circles with dots)

The indicative layout issued in April 2007 shows the turbine locations. The turbine of most concern to us is number 30 in the paddock on the other side of Spreadeagle Road.

Community Information Session number one was held on Wednesday April 18th between 2PM and 8PM at the Lal Lal Community Hall. Nick Katsikaros, Graeme Allen, Rob Beardall and Roger Carrigg attended the session and posed several questions to the project managers. They were very interested in our input and in fact the project manager attended our recent display day to see first hand how we operate and how we might be affected.

Our concerns were turbulence, RF generation and shadow flicker and blade glint as a model passes between pilot's line of sight and turbine. Other concerns would be what would happen if a model hits a turbine blade. Obviously model will be destroyed but it could also damage the fiberglass blades that may in turn lead to a subsequent stress fracture. Who would be liable?

It would seem that under the wind strengths that we normally fly under turbulence would be negligible after 5 or 6 blade diameters. They assure us there is no RF output that would affect us – the generator is up in the pod.

We discussed the location of turbines 29 and 30 and they were quite agreeable to moving number 30 further into the paddock by 150-200m. They like to keep the turbines in a line for efficiency so 30 would move towards number 31.

Number 29 on the other side of Yendon-Egerton Road cannot be closer than 50m to the road but we feel it is still too close even though we don't fly over the road. We have to remember we get beginners who don't yet have depth perception under control.

The State Government only last week gave the planning approval to another wind farm at Mt. Mercer also being developed by WestWind Energy. This is their first wind farm in Australia. WestWind Energy Australia is a recently formed subsidiary of WestWind Energy in Germany.

They said it would be at least two years before a planning approval for the Lal Lal wind farm can be submitted to the State Government.

The Project Manager asked us to invite him out to the field in May sometime so that we can further discuss the tower locations and their impact on our flying operations.

We have to remember that we are not in a position to oppose the project because we are renting the land from the Lal Lal Estate which is obviously keen to lease out their land to wind farming. As long as we get the location of the towers in our immediate vicinity shifted far enough away we can rest assured.

No doubt there will be further updates on this topic. We understand the reaction of nearby residents is mixed.

It was definitely an important meeting to attend!



New Models seen at field

Glenn test flew his new Cessna 195 on Saturday 31st March to pass its heavy model permit. This is the largest model Glenn has flown and he was a bit apprehensive about it. The model has wing span of 100", weighs in excess of 24 pounds and is powered by a Zenoah 62 turning a 22x8 wooden propellor (\$50). The first problem is getting the Zenoah started – not that it is hard to start but there is a technique to be observed and you need strong arms and thick gloves. The motor had been run twice before and ticked over in a very reliable manner which is very reassuring on a large model.

After a couple of taxi runs Glenn got up the courage, bit the bullet and pushed the throttle forward. The Zenoah 62 sprang into life veering the 195 slightly to the left side of the runway, lifted off effortlessly and did a nice scale bank and turn to the right. No elevator trim was required and only a couple of clicks of aileron trim. Glenn had had some rudder control mixed in with the ailerons but found this had undesirable effects and switched it off.

Glenn did half a dozen circuits to get the feel of the model before doing a landing approach. Unfortunately there was a bit of cross wind so the landing had to be set up from the direction of the entrance gate. The first one was as expected too high and too fast. The next approach appeared to be on the correct path but the size of the model means it is further away than you think compared to the smaller models normally flown. On touching down it did a vicious bounce either due to the fact that the left wheel caught the rough section of the paddock at the end of the runway or Glenn was holding too much up elevator. As a result model came down on its nose and finished up upside down. Fortunately there was only very minor damage other than the prop (\$50).



Glenn's Cessna 195 moments before its test flight.

Glenn straightened out the bent left undercarriage leg, bought a new prop (\$50) this time he tried a 22x10 and found it to be much better. The next flight took place on Sunday 15th April, the wind was blowing briskly straight down the runway from the west. Once again it veered to the left on take off – Glenn needs to be quite savage with right rudder when he hits the throttle. Again model lifted off nicely but this time with the 22x10 prop it had power in reserve which is comforting. Glenn ran through some of

the scale manoeuvres and it seemed to perform quite well. It is rock steady in the air, a bit of turbulence doesn't seem to bother it. It's a large model and uses up lots of sky.

The time came for the landing (wot goes up must come down). After a lot of thought Glenn decided to try and fly the 195 in instead of 3 pointing like in the test flight. Model was lined up into wind throttle was backed off but not to idle and allowed to settle on the field still at flying speed. The moment the model touched down the elevator was released and throttle closed. The touch down was a bit too far along the runway and due to the speed and weight of the model it ran quite some distance beyond the end of the runway. But this time there was no bounce and Glenn taxied it back with \$50 prop in one piece. Shortly after, another flight was done with a carbon copy take off and landing. Glenn wants to practice rudder control on takeoff and take some speed off the landings and using the start of the runway.

On Sunday 8th April Nick turned up with a small electric Pitts Special. I asked Nick to give us a story on it so here it is.

I received this little electric Pitts S2C, of about 30" wingspan, as a late Xmas present. It's a good looking and nice flier in calm and light wind conditions, but NOT a beginner's model. It has a 380 size brushed geared motor, 3 blade 8x6 prop and 8 cell 500mAh NiMH battery giving about 3 to 4 minutes flying. It is underpowered for aerobatics, but will loop, roll and stall turn. If I get keen then a 3S LiPo of about 1200mAh should be an easy fix to increase power and duration. It is a very compete kit including transmitter, receiver with built in ESC, and 3 off 9g servos, all of which were factory fitted, including the motor. The model went together easily and straight with very little trimming and adjustment required. It has a SADAC brand transmitter with no other brand identification. I carved the pilot from foam and coloured him with texta. (Does he qualify for scale points?)



This could be a 100cc powered Pitts but its not. It's a small electric powered job belonging to Nick.

There were several electrics at the field on the 8th April. David Howe had his Ultrafly SU-27 and friend Byron had a Striker. They flew for most of the afternoon and appeared to have a great time.

David has been kind enough to put together an article on

his experiences with the Ultrafly SU-27 electric.



David hand launching the SU 27.



They come standard with a D/13/32 outrunner brushless motor. The performance however was found lacking and the structural integrity of the external gear box was poor and not too streamlined. I re-engined the model with a Hacker B20 and 3:1 planetary gearbox. The battery is a flightpower 1800mAh 3S battery giving 11.1V and is rated at 20C constant discharge (36Amps). The model is constructed out of moulded polystyrene foam that ain't that durable. Control is aileron, elevator and throttle. It would be nice to have rudder. At high alpha the strakes and high sweep back seem to generate a considerable amount of vortex lift and the sweep provides a significant amount of effective dihedral making the aircraft fairly smooth despite its size. The lack of prop wash over the control surfaces does ultimately lead to uncontrollable yaw & roll divergence if you try to "hang by the prop" at high power settings and a good jab of down elevator is sometimes needed to get the controls working again. The all moving tailplane is very powerful. I have about 40 deg of throw and at pitch up it's easy to put the model into a deep stall and almost perform a full cobra manoeuvre which is quite pleasing. Thrust vectoring would be nice!! Unfortunately the model is not as fast Byron's F-27 Striker. Its performance is usually spectacular however on the day it appeared 25% down on performance. Byron's Lipo batteries were way out of balance so I think one of his cells may have been on the way out. If you would like the specs on that model I will get them.

You can get further details at:

http://www.modelflight.com.au/ultrafly/ultrafly_sukhoi_su-27.htm

What a busy day it was on Sunday 15th April – new models everywhere.

Matt Porter had a new CM Pro ARF Extra 330L (50 size) running an ASP 61 Four Stroke. When I saw it flying it appeared to handle okay. Matt said that after adjusting the CofG, he flew it again in the afternoon and has come to the conclusion that the 61 FS is far too small for this plane and may have to look at getting a 90 four stroke.



Matt Porter's new CM Pro Extra 330L. It certainly has a very eye catching paint scheme.

A visitor turned up with a Boomerang trainer that he tried to fly on his 3 acre property but unfortunately it ran into a fence causing some minor damage. After seeing our annual display he decided to bring it out to the field. Nick checked it over and I (Roger) test flew it and gave him a go of the ailerons. He seemed to control it ok. Hopefully we will have a new member.

We also had another visitor who is a modeler that has shifted from SA to Ballarat and is looking to join the club. We've met him before at several events and he flew his electric Kadet high wing trainer.



Crash Report

Anatomy of a Crash. 10/04/07 by Nick Katsikaros.

Ever had a plane that you just can't get comfortable with, no matter what you do? My semi scale BAe Hawk is a good example, and has already made an appearance in the crash reports.

From the start it:

- had radio interference if the aerial touched the fuz,
- scared the pants off me with sheer speed,
- kept changing elevator trim due to the wrong thrust line,
- kangaroo hopped on even the best landings,
- prop strike when taxiing or landing,
- was difficult to slow down for landing,
- continually bled paint due to using the wrong enamel,
- had erratic idle speed due to the throttle linkage.

Early in its career it cart wheeled down the strip after bouncing on a too fast landing, and then early last year tip stalled coming in too slow and snapped the wing cleanly in two. It took me over 6 months to get up the courage to repair it but now it's been back in the air for a couple of months. One by one the problems are being fixed - apart from pilot error.

On Tuesday I took off with a new muffler, a new wide blade 10 x 7 prop, a newly adjusted throttle linkage and with a light northerly blowing. The flight went well, until I made a nice steady approach for landing, slightly

diagonal to the runway. Then I realised I was coming in too fast with the idle too fast. It "touched" down and bounced up about 1.5m. What now? Let it down in the vacant pit area for an almost certain second bounce, or throttle up and go around? I opted to go around. A combination of the prop torque and the cross wind dropped the left wingtip into the ground, followed by a spectacular cartwheel. The result is shown below.



Nick provided this photo of the damage – the Hawk looks a bit sorry for itself. It has since been repaired.

The fibreglass fuselage snapped in two between the wing root and the firewall. Looking at the break I was amazed at how dry the fibreglass matting was. But other than the actual break there was little damage.

I haven't given up yet. Having learnt from the last repair I went home and repaired it that night. It's also a chance to get rid of the bad paint job and use fuel proof enamel. I've also tried to make it easier to fly by replacing the single aileron servo with two servos so I can mix flap into the ailerons to get a lower, more controllable landing speed.

Considering I got the fuz and plans for \$5 at an auction 10 years ago it is the most expensive \$5 I ever spent!

So the only real question is what comes first? A perfectly set up flying machine, my patience running out, getting irrecoverably overweight due to the build up of epoxy, or an irreversible mingling of fibreglass and pasture grass? Maybe I should stop fiddling and just learn to fly properly?

Stay tuned for the next instalment (hopefully not in this column!).



Events

Annual Display Day – by Glenn White

At long last we cracked it for a good day, the first one for the last four years. We couldn't have wished for a better day light winds and a blue sky. We had a good rollup of pilots in fact the best we have had for some time, there were thirty plus with more than sixty models between them. It was nice to see a good turnout of models from our own club both flying and static.

I was out there early as we were catering for breakfast and by 8.00am there was a steady stream of traffic coming

through the gates; it was nice to see that it was mostly pilots from other clubs. For the past couple of years we have found it difficult to attract other flyers to our open day and have had to rely on our own members to put on a display. Not this year we had pilots coming out of the woodwork, it just goes to show how much we have to rely on the weather.

The BBQ was fired up by 9.00 am. Egg & bacon sandwiches went down well. We had a roster set up for all the different jobs that had to be done and notwithstanding a couple of exceptions everything went well. Rick and Pam were not able to attend this year due to prior commitments; this led to the canteen being under staffed. Thankfully A1 (aka Graeme) came to the rescue bringing his wife Diane and daughter Naomi to help out. The three of them did a great job and were flat out all day. We ran out of cold drinks mid afternoon, Rob had to go into Buninyong to get more. We sold out of most of the food items by the end of the day. Most other years I have been stuck with the cooking and know what a s%\$#t of a job it is but this year Marty took over the cooking and did an excellent job. Talking about s#\$%t jobs what a great job Janice did selling the raffle tickets.

The weather being so good we didn't have to worry about getting models in the air in fact it was sometimes hard to get a frequency.

By 10.00 am there was a steady flow of cars coming in. I would estimate that we would have had in excess of 1500 people throughout the day. I am sure they got good value for their money.

Max got back from an overseas holiday the day before but still managed to get his Big Willie (the lolly dropper) ready. He did two lolly drops in the afternoon much to the delight of all the kids that were there (mind you he made them run a long way for them – kids need exercise these days).



Dianne and Naomi showing Peter the ropes in the canteen.

As well as working in the canteen A1 put some time in on

the mike with Gordon filling in as well. Graham and Gordon looked after the pound all day. There was only one incident that being the crash of Phil Neiwand's (Hamilton Club) twin engined P38 lightning. Phil said one engine stopped and with other models flying he was unaware of what had happened until it was too late and the P38 spiraled in. Whilst it was extensively damaged Phil said it was repairable. We certainly hope to see it flying again.

Most of our members got to have a fly, its always a great experience flying in front of a crowd, I think we are all exhibitionists at heart why else would we do it? There are exceptions one of our best pilots, Len Astbury put on a great display after everyone had gone!!! May be next year Len?

We had several people enquire after membership and now two weeks after the event some have already been out to the field, one with a model to be test flown.

I would like to take the opportunity to thank the Haddon Club for putting on an Old Timer display and demonstrating the glider tow. Thanks also to the Geelong club for their ongoing support.

Things wound down by 3.00 pm. and at 3.15 pm the raffle was drawn, the lucky winner was John Frawley of Wendouree with ticket number 0038 purchased at Stockland Wendouree on the Saturday. After the drawing of the raffle the pilot's trophies were awarded. See Gordon's report further on for the list of trophy winners.

It was a great day and there are just too many to thank so all who contributed please give your self a pat on the back for a job well done.

We made a nice profit for the day which all goes to help keep our fees down.

Another take on the day by Gordon Hicks – Finally the day had arrived. The dawn brought with it the promise of perfection. The crystal clear sky beckoned and it wasn't long before the fumes of castor oil and nitro filled the nostrils. Yep, it doesn't get any better than this!! We even had the attention of the weather Gods for the day and they didn't let us down. For the Club, it was a long time coming. Over the couple of months prior to the day the weather had been perfect for flying, except on the weekends - when we wanted to fly!! Strong winds and the threat of rain had plagued our weekends (yes rain, that moist precipitation that makes all things shiny, rusty!), and the Clubs Display Day had also endured the same bad luck in prior years.

An intense effort had been undertaken to get both the media and other Clubs pilots interested in the event. It was also obvious very early on that many of the usual helpers would not be available for the Day and so many of our members were asked to give that extra effort in order to fill the gaps. Without their special efforts the day would have very quickly become memorable for all the wrong reasons. To all the pilots and helpers the BRMFC is grateful.

For me the challenge was set early in the morning when I arrived to find that many of the pilots were eager to get sky bound, thus wanting to get the registrations out of the way. After unloading the ice, esky's and my models, a

temporary registration site was setup in the shed until the pound was organized out in the pits area. Many of the pilots were surprised that the club wasn't charging to register models, however the Display day committee had made a decision that no charge would be made thus ensuring that the pilot's efforts to come to our event would not go unrewarded. As soon as the pound was setup the registrations moved out to the pit area so that transmitters could also be handed in at the same time as registration. All ran smoothly until the official start to the day. Up till then only a few pilots had flown, but then the rush was on. To my defense it was the first time I had been in the pound, yet alone run it, so I did make a few apologies to pilots as they queued to get there transmitters, but it was made clear to everyone waiting that it was the priority to get everything done safely and not one person complained. Soon a routine was worked out and stress levels settled enough to enjoy the flying, and what a great array of flying. From Murray Ellis's multi engine bitsa planes to the graceful mammoth scale biplanes of Gary Sunderland there was a flying style to suit everyone.

All in all 30 pilots registered 62 aircraft and there was an abundance of static craft to gander at as well.

With that in mind imagine how hard it was deciding on the awards for the day. The pilots' choice reflected this with a wide variety of submissions received back. Still, even with the varied amount of aircraft submitted, clear winners emerged.

So who were they I here you ask.....

- Best ARF – Steve Ludlow's Curtis Hawk
- Best Civilian – Trevor Pugh's Piper Cub
- Best Military – Phil Neiwand's Lockheed P38 Lightning
- Best Flying Display – Mark Radburn's Spitfire
- Best Static – Glenn White's Cessna 195

And last, but not least:

- Pilots Choice – Anthony Curzon's Bristol M1D



Coming Events

WWII & Military Scale – Wagga Wagga Apr 20th-22nd

A number of our members are going up to Wagga Wagga for the annual WWII and Military Scale event. This is always an event worth seeing as the models are superb.

VFSAA Sport Scale Round 4 – Yendon April 29th

The club is hosting round 4 of the VFSAA Sport Scale on Sunday April 29th. This is an annual event where members of the club are encouraged to participate. There is now a separate category to encourage ARF pilots to fly in the competitions. It would be nice to have a few pilots to represent our club – you don't have to be a member of the VFSAA to enter. The field will be closed to general flying but normal Sunday flyers should be able to get a flight in between rounds and over lunch. As usual we will have the canteen running.



Event Calendar

- April 20th-22nd WWII and Military Scale Event – Wagga Wagga.
- April 29th VFSAA Sportscale Round 4 – BRMFC Yendon.
- April 29th Wet & dry Fly-in – LaTrobe Valley.
- May 5th/6th Vic. State Champs F3A Aerobatics – Bendigo.
- May 5th/6th Old Timer Fly-in – Haddon field Ballarat.
- May 5th/6th Fun Fly Sunraysia Aeromodellers – Mildura.
- May 6th Scale Rally – Lilydale.
- May 19th/20th Old Timer Fly-in – Mannerim Geelong.
- May 20th Vic. State Champs Scale – State Field Darraweit Guim.
- May 26th/27th MAAA Council conference – Brisbane.
- June 3rd Display Day – Lilydale.
- June 9th/10th VFSAA Trophy – Shepparton.
- June 24th VFSAA Sportscale Round 5 – State Field Darraweit Guim.
- July 7th/8th F3A Aerobatics – Melton.
- July 8th Scale Rally – Yarra Glenn.
- July 20th VFSAA Sportscale Round 6 – State Field Darraweit Guim.
- August 12th Scale Rally – Greensborough.

Here's a few random photos taken during our Annual Display day held on April 1st 2007



